

Application of Criteria for a Project of Air Quality Concern

Project Title: Mansell Corridor Complete Streets

Project Summary for Air Quality Conformity Task Force Meeting: October 24, 2013

Description

- The proposed project will implement a complete streets design
- Mansell will be reduced to one travel lane in each direction
- The project will provide a sidewalk and cycling facilities along the length of Mansell/Persia
- Marked crosswalks with pedestrian activated beacons as well as lighting will be added

Background

- NEPA process for Initial Study/Environmental Assessment (IS/EA) has not begun
- Seeking air quality conformity determination on or before October 24, 2013

Not a Project of Air Quality Concern (40 CFR 93.123(b)(1))

(i) New or expanded highway projects with significant number/increase in diesel vehicles?

- Not a new or expanded highway project

(ii) Affects intersections at LOS D, E, or F with a significant number of diesel vehicles?

- Not Applicable
- No project changes to land use that would affect diesel traffic percentage

(iii) New bus and rail terminals and transfer points?—Not Applicable

(iv) Expanded bus and rail terminals and transfer points?—Not Applicable

(v) Affects areas identified in PM₁₀ or PM_{2.5} implementation plan as site of violation?

- The state implementation plan for PM_{2.5} has not been approved yet
- Therefore, not identified in plan as an area of potential violation

RTIP ID# <i>(required)</i> Pending				
TIP ID# <i>(required)</i> Pending				
Air Quality Conformity Task Force Consideration Date October 24, 2013				
Project Description <i>(clearly describe project)</i> Expanded Description: This project will address pedestrian and bicycle access issues and calm traffic on the Mansell Street Corridor (project limits include: Mansell Avenue from University to Brazil, and Persia Street from Brazil to Dublin). The proposed project will implement a complete streets design, reducing Mansell to one travel lane in each direction, providing a sidewalk and cycling facilities along the length of Mansell/Persia, adding marked crosswalks with pedestrian activated beacons, and increasing the lighting along Mansell/Persia. The project includes additional planting along the corridor and the existing median will need to be slightly modified to accommodate the new roadway configuration.				
Type of Project: Implement complete streets improvements, including reduced, separated and relocated vehicular lanes, and bike/ped enhancements				
County	<i>Narrative Location/Route & Postmiles</i> Mansell Avenue from University to Brazil, and Persia Street from Brazil to Dublin Caltrans Projects – EA# Pending			
SF				
Lead Agency: SFMTA				
<i>Contact Person</i> Suzanne Wang		<i>Phone#</i> 415.701.4541		<i>Fax#</i> <i>Email</i> Suzanne.Wang@sfmta.co
Federal Action for which Project-Level PM Conformity is Needed <i>(check appropriate box)</i>				
<input checked="" type="checkbox"/> <i>Categorical Exclusion (NEPA)</i>	EA or Draft EIS	FONSI or Final EIS	PS&E or Construction	<i>Other</i>
Scheduled Date of Federal Action: November 2013				
NEPA Delegation – Project Type <i>(check appropriate box)</i>				
<input checked="" type="checkbox"/> <i>Exempt</i>	Section 6004 – Categorical Exemption		Section 6005 – Non-Categorical Exemption	
Current Programming Dates <i>(as appropriate)</i>				
	PE/Environmental	ENG	ROW	CON
Start	January 2013	December 2013		April 2015
End	January 2014	March 2015		August 2016

Project Purpose and Need (Summary): *(please be brief)*

Mansell Street is a divided highway running through the middle of McLaren Park, with two lanes in each direction, left turn pockets at the intersections with John F. Shelley Drive, and a raised median. At the intersection with Brazil Avenue, Mansell Street turns into Persia Avenue and only has one lane in each direction. Mansell Street was conceived in the 1950's as part of a never-completed cross-town freeway and primarily serves motorized vehicles. Although there are several trail systems and a large recreational facility adjacent to Mansell Street, there are no pedestrian, bicycle, or bus stop facilities included within the existing configuration. Pedestrians have to walk on the street or climb over a guard rail and walk along an overgrown informal path to access different park facilities or to commute between neighborhoods. Bicyclists share the road with vehicles travelling at speeds up to 50 MPH and public transit users have to wait on the street for a bus.

Surrounding Land Use/Traffic Generators *(especially effect on diesel traffic)*

The project area is within McLaren Park, a San Francisco city park with a golf course, hiking trails, and an amphitheater.

Brief summary of assumptions and methodology used for conducting analysis

Traffic counts, both manual and automatic, were taken along Mansell and at intersections.

Opening Year: If facility is a highway or street, Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

See attachment. The LOS's under the existing, No Project condition are A, and under the existing plus proposed, or Road Diet condition would be A-C. Mansell Street in McLaren Park has relatively low volumes for a four lane road. Counts in 2012 show an average daily traffic (ADT) of up to 6500 vehicles. This is equivalent to an annual ADT of 2,080,000. The project is within a park, surrounded by residential development and the truck traffic volumes are very low. Based on observations we estimate that it is less than 3%.

RTP Horizon Year / Design Year: If facility is a highway or street, Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

See attachment. In 2040, the LOS's under the existing, No Project condition are A-B, and under the existing plus proposed, or Road Diet condition would be A-D. Mansell Street in McLaren Park has relatively low volumes for a four lane road. Estimated annual ADT in 2040 is 2,496,000. The project is within a park, surrounded by residential development and the truck traffic volumes are very low. Based on observations we estimate that it is less than 3%.

Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

N/A

RTP Horizon Year / Design Year: If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

N/A

Opening Year: If facility is a bus, rail or intermodal facility/terminal/transfer point, # of bus arrivals for Build and No Build, % and # of bus arrivals will be diesel buses

N/A

RTP Horizon Year / Design Year: If facility is a bus, rail or intermodal facility/terminal/transfer point, # of bus arrivals for Build and No Build, % and # of bus arrivals will be diesel buses

N/A

Describe potential traffic redistribution effects of congestion relief (*impact on other facilities*)

We do not believe this project will result in traffic redistribution to other facilities

Comments/Explanation/Details (please be brief)

Map of Project Area



Existing conditions photos



Looking West on Mansell Street in McLaren Park



Looking West on Mansell Street in McLaren Park



Looking North on Brazil Street in McLaren Park

TRANSPORTATION IMPACTS

Level of Service Analysis

Mansell Street in McLaren Park has relatively low volumes for a four lane road. Counts in 2012 show an average daily traffic (ADT) of up to 6500 vehicles. Typically, four lane roads with ADTs under 20,000 are good candidates for road diets.

The table of existing and proposed lane configurations below shows that on either side of McLaren Park, Mansell/Persia is a one lane road in each direction. It is only within the park that Mansell increases to two lanes in each direction. The proposed lane configuration would reduce Mansell to one lane in each direction within McLaren Park. The current configuration of Mansell provides left turn pockets for vehicles traveling eastbound on Mansell turning north onto Shelly East and Shelley West. In the proposed configuration, there would be no left turn pockets. The lane configurations at Persia/Sunnydale, and outside of the park will not be changed.

Existing and Proposed Lane Configurations				
Intersection	Existing Condition		Proposed Condition	
	Type of Control for Persia/Mansell	# of lanes on Persia/Mansell	Type of Control for Persia/Mansell	# of lanes on Persia/Mansell
Persia/Dublin	STOP controlled	1 lane in each direction	Outside of project limits	
Persia/Sunnydale	Uncontrolled	1 lane in each direction	Uncontrolled	1 lane in each direction
Persia/Mansell/Brazil	Uncontrolled	2 lanes eastbound 1 lane westbound	Uncontrolled	1 lanes eastbound 1 lane westbound
Mansell/Shelley West	Uncontrolled	2 lanes eastbound with left turn pocket 2 lanes westbound	Uncontrolled	1 lanes eastbound 1 lanes westbound
Mansell/Shelley East	Uncontrolled	1 lanes eastbound with left turn pocket 2 lanes westbound	Uncontrolled	1 lanes eastbound 1 lane westbound
Mansell/Visitacion	STOP controlled	2 lanes eastbound 2 lanes westbound	STOP controlled	1 lanes eastbound 1 lanes westbound
Westbound Mansell/University	Uncontrolled	1 lane westbound	Outside of project limits	
Eastbound Mansell/Dartmouth	Uncontrolled	1 lane eastbound	Outside of project limits	

The Level of Service (LOS) tables below show that the reduction of Mansell to one lane in each direction within the park does not significantly impact LOS. All LOS and Delay values are for the intersection as a whole. In 2012, in the existing, No Project condition, the LOS at all intersections is A. In the existing + project, or Road Diet, condition, LOS goes to A's and a C in the AM peak hour and A's and a B in the PM peak hour. In the existing, No Project condition Visitacion and Shelley East each operate as two intersections, one north of the median and one south of the median. In the Road Diet, Visitacion and Shelley East each operate as one intersection, south of the median. In 2040, All LOS are between A and D in the AM peak, and between A and B in the PM peak.

AM Peak Hour	2012				2040			
Intersection	No Project		Road Diet		No Project		Road Diet*	
	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)
Visitacion (north of median)	A	9.7	-	-	B	12	-	-
Visitacion (south of median)	A	10	C	24.9	B	14.3	D	54
Shelley East (north of median)	A	2.8	-	-	A	4	-	-
Shelley East (south of median)	A	2.6	A	2.4	A	3.5	A	5.3

Shelley West	A	0.4	A	0.4	A	0.4	A	0.5
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PM Peak Hour	2012				2040			
Intersection	No Project		Road Diet		No Project		Road Diet*	
	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)
Visitacion (north of median)	A	8.8	-	-	B	10.1	-	-
Visitacion (south of median)	A	8.8	B	14.5	B	10.6	B	15.7
Shelley East (north of median)	A	2.8	-	-	A	3.8	-	-
Shelley East (south of median)	A	3.1	A	2.2	A	4	A	3.9
Shelley West	A	0.5	A	0.6	A	0.5	A	0.5

*Assumes signal at Mansell & Visitacion in 2040

The proposed project will maintain emergency access and bus access.

We do not anticipate that vehicles will choose other routes or disperse into the park as a result of this project.

Pedestrian Impacts

Pedestrians will benefit from this project. Currently there is no sidewalk along Mansell/Persia within McLaren Park. There are some park paths that parallel the road for a short distance, but the only way to walk along Mansell/Persia from one end of the park to the other is to walk in the roadway, along the edge. This project will construct a sidewalk along Mansell/Persia from one end of McLaren Park to the other, as well as marked crosswalks with pedestrian activated beacons to allow pedestrians to cross from the north side of Mansell/Persia to the south side.

Cycling Impacts-

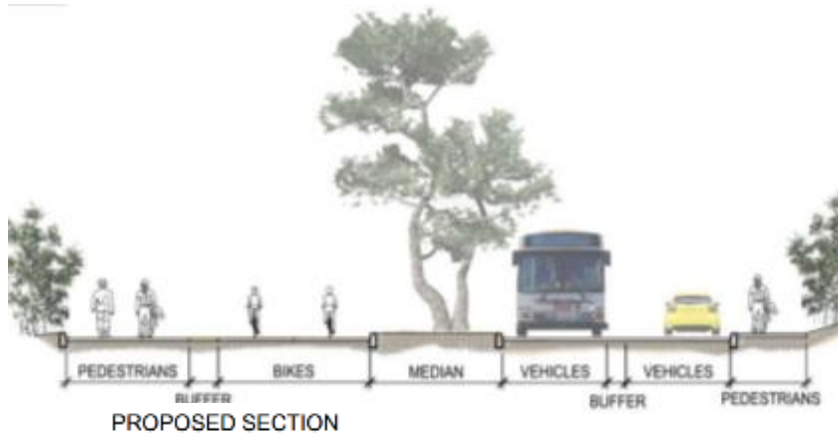
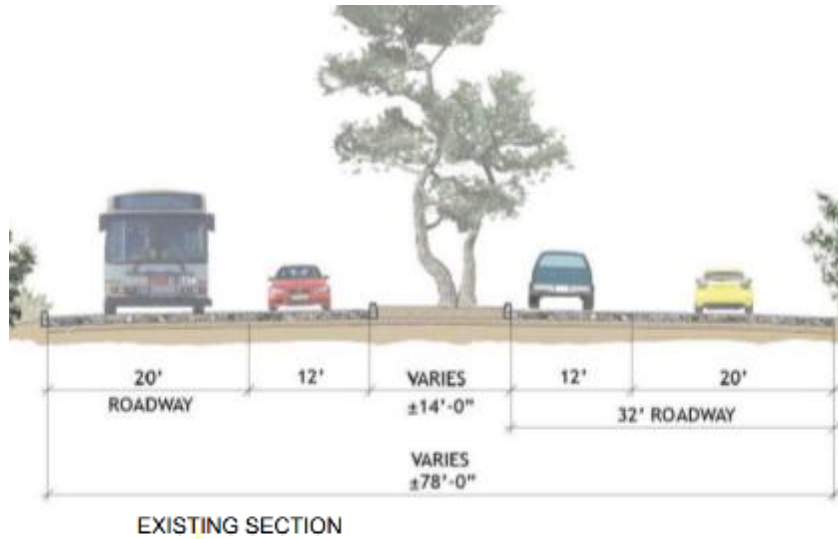
Cyclists will benefit from this project. Currently there are no bicycle facilities on Mansell/Persia within McLaren Park. Cyclists can ride on the road, but the rough pavement and high speeds of the adjacent motorists do not provide for a comfortable riding experience. This project will establish cycling facilities along Mansell/Persia from one end of McLaren Park to the other.

Transit Impacts-

The Muni 29-Sunset line runs on Mansell/Persia in the project area. Muni will experience the slight increase in delay described in the LOS analysis above. However, the project will improve boarding areas for passengers. Passengers currently wait or alight onto the side of the road or in the road itself. The project will provide transit platforms with a curb separating waiting and alighting passengers from vehicles. In the proposed configuration, Muni will also save time by not having to weave in and out of traffic to drop off and pick up passengers.

Cross Section Diagrams

Mansell between Brazil and Visitacion



Persia west of Brazil

